The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES

VALLEY DIVISION.

EMPLOYES' TIME TABLE No. 39

IN EFFECT

SUNDAY, DECEMBER 24, 1916,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 38, Dated January 9, 1916, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,
Fresno, Cal.

C. G. FLUHR,
TRAINMASTER,
Fresno, Cal.

G. W. SIMPSON,
TRAINMASTER,
Fresno, Cal.

I. L. HIBBARD,
ASSISTANT GENERAL MANAGER,
Los Angeles, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. ....

4. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

5. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

6. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

7. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

8. Rule 567 is abrogated, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

9. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Reedley, Wahtoke, Piedra, Calwa—Fresno, Merced, Riverbank, Stockton—Mormon, Antioch, Bay Point, Oakland and Richmond—Ferry Point.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction, Bakersfield, Corcoran, Reedley, Calwa—Fresno, Riverbank, Stockton—Mormon, Richmond—Ferry Point, and Oakland, under control, and responsibility for accident will rest with the first class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

The following yard limits are applicable to second class and extra trains only: Hanford, Cutler—Wyeth, Visalia, Wahtoke, Piedra, Lindsay, Merced, Antioch and Bay Point.

10. The third and fourth paragraphs of Rule 85 are amended to include second-class trains, and now read, "Extras may pass and run ahead of second and third-class trains without special instructions."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

11. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

Trains holding any of the orders described under examples 1, 2 and 4 of Form "E" in the Book of Rules and Regulations must be governed by the requirements of Rule 92-A excepting as to the first station named in such order.

12. In the delivery of a 31 order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman, the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

14. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Calwa, trains 3, 9, 15, 16 and 22 will register by Form 903, and will not check register.

At Fresno extra trains need not register, (excepting those originating at Fresno), nor check register, except against such trains as were not indicated on the register at Calwa.

At Richmond Nos. 15 and 16 will register by Form 903 and not check register.

15. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe every wheel, and know that brakes are not sticking.

16. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Lindsay, Riverbank, Stockton, Richmond and Ferry Point.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

20. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains in which are being towed dead engines the side rods of which are down or disconnected must consume at least four minutes for each mile run and where a dead engine has rods connected in place the speed may be increased but not in excess of two and one-half minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec	Min.	Sec.
649–728	1	43	2	00	2	00
769–788	1	43	2	00	2	00
789–824	1	43	2	00	2	00
825–864	2	30	2	30	2	30
900–989	2	30	2	30	2	30
900–989 (Recounterbalanced)	2	00	2	00	2	00
990-999	2	00	2	00	2	00
1600–1673	2	30	2	30	2	30
1600–1673 (Recounterbalanced)	2	00	2	00	2	00
1674–1693	2	00	2	00	2	00
1798–1799	2	30	2	30	2	30
1950–1989	1	43	2	00	2	00
3000–3009	2	30	2	30	2	30
3200–3203	2	30	2	30	2	30
All Other Classes			1	43	1	30

21. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station where these trains are required to stop.

22. Trainmen, enginemen or other employes having occasion to place fusees on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

23. No train will leave its initial station on any district without receiving clearance card (Form 902) except as provided for in next paragraph, and at points where telegraph or telephone offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Corcoran, Calwa, Stockton, or Richmond (except Nos. 3, 9, 15, 16 and 22 at Calwa and Nos. 15 and 16 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

24. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. Rule 882: In making this service test the speed of the train must not be less than 15 miles per hour, and the engine brakes must be released during the test so that the engineer will know that the speed is reduced by application of the brakes upon the train.

26. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

27. The normal position of all switches at junction points between main and branch lines will give an unbroken rail for main line trains.

28. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.
PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

29. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

30. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

31. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

32. Rule 418 is hereby modified to the extent that the rear brakeman of freight trains will be on top of caboose or other high car, and head brakeman on the rear of engine tender or high car, passing all stations. In other respects the requirements of Rule 418 will be observed.

33. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

34. No. 2 will stop at any station on Visalia District to discharge passengers from Fresno or stations west thereof. Nos. 9, 3 and 21 will stop at any station to discharge passengers from stations east of Bakersfield.

No. 22 will stop at any station between Corcoran and Bakersfield to discharge passengers from Visalia District.

No. 15 will stop at any station to discharge passengers from San Bernardino or west thereof.

35. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Stoil, westward trains use Crossover switch.

Corcoran, First District (Eastward passenger trains only), Crossover switch west of water tank.

Hanford, trains taking siding use siding west of S. P. crossing.

Merced (Westward passenger trains only), Cut-off switch East of depot.

Riverbank (Westward passenger trains only), Lead or passing track switch opposite car repair shed.

Stockton (Westward passenger trains only), Cut-off switch West of depot.

At Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

At Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track, except that at Glen Frazer and Christie trains advanced by staff will be governed by Special Rule No. 36.

INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD AND BETWEEN GLEN FRAZER AND CHRISTIE.

36. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield and at each Glen Frazer and Christie, in charge of the operators, governing train movements between those stations respectively. The possession of the staff is authority for train to proceed. The two instruments being electrically connected it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the instrument from which it was withdrawn or in the one at the other end of the block.

b. Trains before entering the block, which extends from clearance of the Sunset Ry. switch at Kern Junction to the east yard limit post at Bakersfield, and from clearance of west switch at Glen Frazer to clearance of east switch at Christie, respectively, must have staff in possession of the engineman (the leading engineman when more than one engine handling train); he must carry the staff and manifest his possession of it by signal (g) Rule 14, of the Rules and Regulations.

c. Staff crane is located at Kern Junction tower from which engineman may take staff when passing. Where staff crane not located, staff will be personally delivered by operator, and if to conductor or engine foreman the latter will deliver it personally to engineman. When the movement for which staff is given is completed the engineman must immediately deliver staff at end of block by dropping it at designated place or handing to the operator on duty.

d. Operator must not deliver a train staff which he has received from another train until it has passed through the instrument.

e. Staff will be enclosed in rubber pouch which is provided with an opening so that staff may be seen. Engineman must know that the pouch contains staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block so that proper trains will be given staff, thus avoiding delays or misunderstandings.

g. In the event of staff instruments failing to work trains will be notified by "31" order; regular trains will assume time table schedule; extra trains and yard engines will be operated by train orders, in accordance with the Rules and Regulations.

h. Station signals at Glen Frazer and Christie will be operated in accordance with the Rules and Regulations.

i. Nothing in the foregoing shall be interpreted as nullifying instructions contained in the Rules and Regulations and Special Time Table Rules.

At Kern Junction and Bakersfield staff simply takes the place of time table superiority and train orders regulating the movement of trains.

At Glen Frazer-Christie the issuance of staff with clearance card (Form 902) indorsed "proceed with staff" (which indorsement will be made on the authority of dispatcher only) will be regarded as superceding train orders which may prescribe time or meeting points at either Glen Frazer or Christie or advancing inferior trains where the latter can clear block without delay to superior trains, the inferior trains will not be required under this rule to clear the schedule of superior trains. Where meeting point is changed or train advanced in this manner, the train advanced will approach the end of staff block under control and take siding at first switch, expecting to find opposing train holding main track. Responsibility for accident will rest with train thus advanced.

FIRST DISTRICT

SPEED LIMITATIONS.

37. 8 miles per hour through city limits of Hanford.

RAILROAD CROSSINGS AT GRADE.

38. S. P. Co., Goshen branch, Hanford; home signals—interlocking.

S. P. Co., main line, 3.4 miles west from Oleander; distant and home signals—interlocking.

SECOND AND OAKDALE DISTRICTS

SPEED LIMITATIONS.

39. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

RAILROAD CROSSINGS AT GRADE.

40. S. P. Co., Porterville branch, 1.5 miles west from Calwa; home signals—interlocking.

S. P. Co., Pollasky Branch, Fresno; home signals—interlocking.

S. P. Co., Berenda branch, 0.3 mile west from Kismet; distant and home signals—interlocking.

Yosemite Valley Railroad; Merced; distant and home signals eastward—home signal westward—interlocking.

S. P. Co., Oakdale branch, 1.7 miles west from Merced; distant and home signals—interlocking.

S. P. Co., Oakdale branch, Oakdale; no interlocking. (See Rules 98-A, 98-B, 98-C.)

41. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

The normal position of switch at west end of double track, Tulare street, will give unbroken rail for eastward trains. Normal position of switch at east end of double track at Calwa, will give an unbroken rail for westward trains. Unless thrown by switch tenders, trains leaving double track, will stop to throw switch, which must be lined up after using same.

THIRD DISTRICT

42. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Ferry

(Special Rules continued on Page 14)

WESTWARD First Class						Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 39 December 24, 1916
21	3	9	35	5	15					
The Missionary	California Limited	The Navajo	PASSENGER	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 7.33	PM 1.20	AM 8.07			AM 1.25	59	885.2			KERN JUNCTION
									0	0.8
							886.0			KERN
									0	1.7
¶ 7.40 8.20	s 1.25 1.35	¶ 8.15^{2} 8.40		AM 6.50	s 1.32 1.40	YARD	887.7	FW T		BAKERSFIELD
									5.3	4.2
f 8.27	1.41	8.46		f 6.56	1.47	74	891.9			JASTRO
									0	3.8
f 8.32	1.46	8.51		f 7.01	1.51	52	895.7			ROSEDALE
									9.2	4.9
8.40	1.51	8.57		7.08	1.57	85	900.6			UNA
									9.2	4.9
f 8.49	1.57	9.03		f 7.16^{2}	2.02	46	905.5			SHAFTER
									10.6	7.5
s 9.02	s 2.06	9.16^{4}		s 7.27	2.11	70	913.0	W		WASCO
									5.3	5.8
f 9.14	2.14	9.23		f 7.36	2.18	50	918.8			ELMO
									0	2.5
f 9.18				f 7.39		2	921.3			POND
									0	3.1
f 9.23	2.21	9.30		f 7.43	2.25	50	924.4			KERNELL
									0	7.5
f 9.35	2.30	9.39		s 7.53	2.33	50	931.9	W		ALLENSWORTH
									1.1	4.6
f 9.43	2.35	9.45		f 7.59	2.38	56	936.5			STOIL
									2.6	5.6
s 9.54	2.41	9.52		s 8.11	2.44	51	942.1			ANGIOLA
									5.3	3.9
10.00	2.46	9.57		f 8.20	2.48	83	946.0			BLANCO
									5.3	0.8
				f 8.21		15	946.8			TURNBULL
									0	4.1
s10.12	s 2.56	s10.05	AM 9.00	8.30^{4} AM	s 2.55	YARD	950.9	FWY		CORCORAN
									3.2	3.0
f 10.20^{16}	3.02	10.10	f 9.06		2.59	85	953.9			BEAN
									4.2	6.2
f10.30	f 3.09	10.19	s 9.18		3.07	60	960.1			GUERNSEY
									5.8	4.0
f10.36	3.15^{12}	10.24	f 9.25		3.12	25	964.1			ODESSA
									10.6	3.8
										S. P. Co. Goshen Branch Crossing
s10.46	s 3.22	s10.30	s 9.33		s 3.20	61	967.9	W		HANFORD
									9.0	3.2
f10.52	3.26	10.35	f 9.37		3.24	24	971.1			BANNER
									10.6	0.6
10.53						5	971.7			LUCERNE
									0	1.5
f10.55	3.29	10.38	f 9.41		3.26	46	973.2			SHIRLEY
									10.6	2.8
f11.01	s 3.33	10.42	s 9.48		3.30	83	976.0	Y		LATON
									0	5.8
f11.09	f $3\ 42^{22}$	10.50	s 9.58		3.37	61	981.8	W		CONEJO
									10.6	3.7
f11.14	3.49	10.56	f10.05		3.41	16	985.5			MONMOUTH
									10.6	2.7
f11.18	f 3.53	11.01	s10.10		3.44	31	988.2			BOWLES
									10.6	2.8
f11.22	3.58	11.06	f10.15		3.48	61	991.0			OLEANDER
									0	3.4
							994.4			S. P. Co. Main Line Crossing
									0	0.8
11.30 PM	4.07 PM	11.13 AM	10.25 AM		3.55 AM	YARD	995.2	FW TY		CALWA
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)
(33.5)	(42.0)	(41.0)	(32.3)	(37.9)	(46.5)					Average speed per hour

VALLEY DIVISION—FIRST DISTRICT

TIME TABLE NO. 39 December 24, 1916	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD				
			First Class				
			2	4	12	22	16
			The Navajo	California Limited	PASSENGER	The Missionary	The Angel
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
KERN JUNCTION		P	AM 8.30	AM 10.09		PM 6.33	AM 12.10
0.8	5.3						
KERN							
1.7	15.8						
BAKERSFIELD		P	8.20^{9} ¶ 7.45	10.00 s 9.50	PM ¶ 5.35	6.25 ¶ 6.00	12.01 AM s11.48
4.2	9.5						
JASTRO			f 7.36	9.43	f 5.24	5.50	11.40
3.8	13.7						
ROSEDALE			f 7.30	9.38	f 5.18	5.45	11.35
4.9	13.7						
UNA			7.23	9.31	5.10	5.39	11.29
4.9	14.0						
SHAFTER		DP	f 7.16^{5}	9.25	f 5.02	5.33	11.23
7.5	10.6						
WASCO		P	s 7.03	s 9.16^{9}	s 4.50	5.24	11.14
5.8	13.2						
ELMO			f 6.54	9.09	f 4.37	5.16	11.06
2.5	7.5						
POND			f 6.49		f 4.33		
3.1	15.8						
KERNELL			f 6.43	9.03	f 4.28	5.09	10.59
7.5	8.4						
ALLENSWORTH		DP	f 6.32	8.54	s 4.18	5.00	10.50
4.6	1.6						
STOIL			f 6.24	8.48	f 4.10	4.54	10.44
5.6	9.0						
ANGIOLA		DP	f 6.15	8.41	s 4.00	4.46	10.36
3.9	0						
BLANCO			f 6.08	8.36	f 3.53	4.41	10.31
0.8	2.6						
TURNBULL					f 3.51		
4.1	2.6						
CORCORAN		P	6.00 AM	s 8.30^{5}	s 3.45	s 4.35	s10.25
3.0	0						
BEAN				8.20	f 3.35	4.26	10.20^{21}
6.2	1.2						
GUERNSEY		DP		f 8.09	f 3.22	4.18	10.14
4.0	0						
ODESSA				f 8.01	f 3.15^{3}	4.12	10.09
3.8	7.9						
S. P. Co. Goshen Branch Crossing HANFORD		P		s 7.50	s 3.07	s 4.07	s10.05
3.2	0						
BANNER				f 7.41	f 2.56	3.57	9.56
0.6	8.4						
LUCERNE				7.40	2.55	3.56	
1.5	0						
SHIRLEY				f 7.37	f 2.52	3.54	9.54
2.8	15.8						
LATON		DP		s 7.30	s 2.47	s 3.50	9.51
5.8	5.3						
CONEJO		DP		f 7.20	f 2.36	3.42^{3}	9.44
3.7	0						
MONMOUTH				f 7.12	f 2.29	3.34	9.39
2.7	0						
BOWLES		DP		f 7.06	f 2.24	3.28	9.35
2.8	0						
OLEANDER				f 7.00	f 2.19	3.23	9.31
3.4	0						
S. P. Co. Main Line Crossing							
0.8	10.6						
CALWA		P		6.53 AM	2.12 PM	3.17 PM	9.26 PM
(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(34.3)	(35.5)	(31.7)	(39.2)	(43.7)

WESTWARD First Class 21	25	3	23	29	5	9	35	31	17	15	Capacity of Sidings	Distance from Albuquerque	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 39 December 24, 1916
The Missionary	PASSENGER	California Limited	PASSENGER	PASSENGER	PASSENGER	The Navajo	PASSENGER	PASSENGER	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No.Cars	Miles			STATIONS
PM 11.31	PM 7.08	PM 4.07	PM 3.33	PM 1.35	AM 11.08	AM 11.13	AM 10.26	AM 7.54	AM 6.25	AM 3.55	Yard	995.2	FW TY		**CALWA**
														0	1.5
												996.7			S.P.Co. Porterville Branch Crossing
														6.6	1.4
															S. P. Co. Pollasky Branch Crossing
s11.40 AM 12.05	7.15 PM	s 4.14 4.25	3.40 PM	1.45 PM	**s11.15[9]** **11.35**	**s11.20[5]** **11.25**	10.33 AM	s 8.01 8.05	6.35 AM	s 4.02 4.10	Yard	998.1			**FRESNO**
														13.2	3.3
											13	1001.4			ANDREWS
														10.6	4.3
12.15		4.35			f11.45	11.35		f 8.17		4.19	70	1005.7			BULLARD
														0	5.9
12.23		4.42			f11.54	11.42		f 8.25		4.26	26	1011.6			GREENLEAF
														0	2.4
12.27		4.45			f11.57	11.45		f 8.28		4.29	47	1014.0			TRIGO
														5.3	5.6
f12.35		4.51			PM s12.05	11.53		s 8.37		4.36	55	1019.6	W		STOREY
														15.8	6.5
12.43		4.59			f12.14	PM 12.01		f 8.47		4.44	51	1026.1			KISMET
														10.6	0.3
												1026.4			S. P. Co. Berenda Branch Crossing
														7.4	3.8
f12.48		5.04			s12.21	12.06		f 8.53		4.49	49	1030.2			SHARON
														5.3	2.3
12.51		5.07			f12.25	12.09		f 8.56		4.52	14	1032.5			MEDANO
														15.8	3.2
12.55		5.11			f12.30	12.14		f 9.02		4.56	62	1035.7			MARGUERITE
														0	2.6
12.58		5.14			f12.34	12.17		f 9.06		4.59	18	1038.3			DICKINSON
														0	3.1
f 1.03		5.17			s12.40	12.22		s 9.11		5.03	54	1041.4	W		LEGRAND
														0	3.0
1.08		5.20			f**12.47[12]**	12.27		f 9.14		5.06	20	1044.4			BURCHELL
														5.3	2.8
f 1.12		5.23			f12.53	12.31		s 9.19		5.09	53	1047.2			PLANADA
														0	3.3
1.17		5.27			f12.58	**12.36[12]**		f 9.24		5.13	51	1050.5			TUTTLE
														0	5.5
1.26[2] s **1.36**		s 5.38			¶ 1.05 1.25	¶12.44 1.09		s 9.34		s **5.20[4]**	Yard	1056.0	W		MERCED Yosemite Valley R. R. Crossing
														0	1.7
												1057.7			S. P. Co. Oakdale Branch Crossing
														0	2.4
1.43		5.43			1.30	1.16		f 9.40		5.27	10	1060.1			HOFF
														0	2.1
1.47		5.45			f **1.34[22]**	1.19		f 9.43		5.30	48	1062.2			CUBA
														15.8	1.8
1.50		5.47			f 1.38	1.22		f 9.45		5.32	18	1064.0			YAM
														10.6	1.3
1.53		**5.49[32]**			s 1.41	**1.27[22]**		s 9.47		5.34	20	1065.3			WINTON
														10.6	3.7
1.59		5.53			f 1.47	1.33		f 9.53		5.38	28	1069.0			CRESSY
														15.8	2.9
2.04		5.56			f 1.52	1.37		f 9.58		5.41	48	1071.9			BALLICO
														15.8	7.6
s 2.17		6.05			s 2.03	1.46		s10.11		5.50	48	1079.5	W		DENAIR
														0	6.3
f 2.29		6.12			s 2.14	1.53		s10.22		5.58	46	1085.8			HUGHSON
														17.4	3.4
f 2.36		6.16			s 2.19	1.57		s10.27		6.03	90	1089.2			EMPIRE
														0	3.5
2.42		6.20			f 2.24	2.01		f10.32		6.07	52	1092.7			CLAUS
														12.7	3.5
2.48 AM		6.25 PM			2.30 PM	2.06 PM		10.38 AM		6.13 AM	Yard	1096.2	FW TY	0	**RIVERBANK**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(101.0)
(37.4)	(24.8)	(47.3)	(24.8)	(17.4)	(37.4)	(42.0)	(24.8)	(37.9)	(17.4)	(46.6)					Average speed per hour

VALLEY DIVISION—SECOND DISTRICT

TIME TABLE
NO. 39
December 24, 1916

EASTWARD
First Class

STATIONS	Telegraph and Telephone Offices	Ruling Grade Ascending	2	4	20	36	24	12	22	26	28	32	16
			The Navajo	California Limited	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	PASSENGER	The Angel
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
CALWA	P		AM 3.07	AM 6.52	AM 7.02	AM 10.55	PM 2.07	PM 2.12	PM 3.17	PM 4.00	PM 7.30	PM 7.57	PM 9.26
1.5		0											
S.P.Co. Porterville Branch Crossing													
1.4		15.8											
S. P. Co. Pollasky Branch Crossing													
FRESNO	P		3.00 s 2.50	6.45 s 6.35	6.55 AM	10.45 AM	2.00 PM	2.05 s 1.55	3.10 s 3.05	3.50 PM	7.20 PM	7.50 s 7.45	9.20 s 9.15
3.3		10.6											
ANDREWS													
4.3		5.3											
BULLARD			2.34	6.24				f 1.43	2.55			f 7.30	9.04
5.9		15.8											
GREENLEAF			2.25	6.18				f 1.35	2.48			f 7.21	8.57
2.4		15.8											
TRIGO			2.22	6.15				f 1.31	2.45			f 7.16	8.54
5.6		12.7											
STOREY	DP		2.15	f 6.09				s 1.23	2.38			f 7.08	8.48
6.5		15.8											
KISMET	NP		2.07	6.01				f 1.13	2.29			f 6.58	8.41
0.3		0											
S. P. Co. Berenda Branch Crossing													
3.8		0											
SHARON	DP		2.01	f 5.55				s 1.08	2.23			f 6.52	8.36
2.3		5.3											
MEDANO			1.58	5.52				f 1.05	2.20			f 6.48	8.33
3.2		15.8											
MARGUERITE			1.55	5.48				f 1.01	2.16			f 6.43	8.30
2.6		15.8											
DICKINSON			1.52	5.45				f12.57	2.13			f 6.39	8.27
3.1		15.8											
LEGRAND	DP		f 1.48	f 5.41				s12.52	s 2.09			s 6.34	8.23
3.0		15.8											
BURCHELL			1.43	5.37				f12.47^{5}	2.04			f 6.28	8.20
2.8		10.6											
PLANADA	DP		f 1.39	f 5.33				s12.42	2.00			f 6.24	8.17
3.3		12.7											
TUTTLE			1.34	5.28				f12.36^{9}	1.55			f 6.20	8.12
5.5		7.9											
MERCED Yosemite Valley R. R. Crossing	P		s 1.26^{21}	5.20^{15} s 5.14				12.27 ¶12.07	s 1.47			s 6.12	s 8.05
1.7		17.4											
S. P. Co. Oakdale Branch Crossing													
2.4		0											
HOFF			1.15	5.06				12.02 PM	1.37			f 6.01	7.58
2.1		10.6											
CUBA			1.13	5.03				f11.59	1.34^{5}			f 5.57	7.56
1.8		15.8											
YAM			1.10	5.00				f11.57	1.29			f 5.53	7.54
1.3		12.1											
WINTON	DP		1.08	f 4.57				s11.55	1.27^{9}			f 5.49^{3}	7.53
3.7		12.1											
CRESSY			1.03	4.50				f11.49	1.22			f 5.40	7.49
2.9		15.8											
BALLICO	NP		12.58	4.45				f11.44	1.18			f 5.36	7.46
7.6		15.8											
DENAIR	DP		12.48	f 4.33				s11.33	1.07			s 5.25	7.38
6.3		0											
HUGHSON	DP		12.40	f 4.23				s11.23	12.58			s 5.16	7.31
3.4		15.8											
EMPIRE	DP		12.35	f 4.17				s11.17	s12.53			s 5.12	7.27
3.5		0											
CLAUS			12.30	4.11				f11.12	12.48			f 5.06	7.23
3.5		15.8											
RIVERBANK	P	15.8	12.25 AM	4.05 AM				11.07 AM	12.43 PM			5.00 PM	7.19 PM
(101.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(39.9)	(40.1)	(24.8)	(17.4)	(24.8)	(39.1)	(40.7)	(17.4)	(17.4)	(35.2)	(48.9)

VALLEY DIVISION—THIRD DISTRICT

WESTWARD First Class										Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE NO. 39 December 24, 1916
3	45	5	9	43	31	41	15	21	47					
California Limited	PASSENGER	PASSENGER	The Navajo	The Angel	PASSENGER	PASSENGER	The Saint	The Missionary	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 6.30		PM 2.35	PM 2.11		AM 10.43		AM 6.18	AM 3.00		YARD	1096.2	FW TY		**RIVERBANK**
													15.8	5.2
f 6.38		s 2.44	2.19		s **10.53^{12}**		6.25	f 3.09		47	1101.4	W		ESCALON
													0	5.4
6.46		s 2.52	2.26		s 11.05		6.32	s 3.19		47	1106.8			AVENA
													0	5.5
6.54^{16}		f 2.59	2.33		f 11.15		6.38	**3.30^{4}**		60	1112.3			BURNHAM
													0	4.4
7.00		f 3.06	2.38		11.22		6.43	3.40		83	1116.7			LARSON
													0	2.9
7.04		3.12	2.42		11.26		6.47	3.45		140	1119.6			MORMON
													0	1.6
s 7.08 7.13		s 3.21	s 2.50		s 11.37	AM 8.00	s 6.55	s 3.50 4.00		Yard	1121.2	FW TY		S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing.
													15.8	4.5
7.20		f 3.33	2.57		f 11.45	f 8.08	7.02	s 4.12		60	1125.7			WOODSBRO
													0	1.2
7.22		3.35	2.59		**11.50^{22}**	8.10	7.04	4.14		49	1126.9			GILLIS
													0	2.0
7.25		s 3.42	3.02		s 11.55	s 8.14	7.07	s 4.22		75	1128.9			HOLT
													10.6	4.5
7.33		**3.52^{32}**	3.09		PM 12.02	8.21	7.15	4.32		74	1133.4			TRULL
													0	1.4
7.36		s 3.55	3.11		s 12.06	s 8.24	7.18	f 4.35		12	1134.8			MIDDLE RIVER
													10.6	1.4
7.39		s 4.00	3.14		s 12.11	s 8.27	7.21	f 4.40		83	1136.2	W		ORWOOD
													10.6	3.5
7.44		f 4.06	3.18		f 12.17	f 8.32	7.26	f 4.48		72	1139.7			BIXLER
													10.6	3.1
7.48		s 4.11	3.22		s 12.23	s 8.38	7.30	s 4.58		57	1142.8			KNIGHTSEN
													3.5	3.1
7.52		s 4.17	**3.26^{32}**		s 12.29	s 8.45	7.34	f 5.06		61	1145.9			OAKLEY
													13.2	4.7
7.58		4.24	3.32		12.35	8.51	7.39	5.13		83	1150.6			SANDO
													13.2	1.3
s 8.05		s 4.29	s 3.39		s 12.40	s 8.56	s 7.45	s 5.20		Yard	1151.9	W		ANTIOCH
													5.6	3.9
8.10		s 4.36	3.46		s 12.48	s **9.06^{12}**	7.51	s 5.28		73	1155.8			PITTSBURG
													5.3	3.5
8.15		f 4.42	3.51		f 12.54	f 9.11	7.55	5.33		55	1159.3			BROSE
													15.8	4.4
8.21		s **4.48^{42}**	3.57		s 1.03	s 9.17	8.00	s 5.42		YARD	1163.7			BAY POINT
													0	1.9
8.25		4.52	4.01		f 1.05	f 9.20	8.03	5.45		20	1165.6	Y		BLUME
													0	1.5
8.27		f 4.55	4.03		f 1.08	f 9.23	8.06	5.47		83	1167.1			MALTBY
													52.8	1.6
8.30		f 4.59	4.07		f 1.11	f 9.26	8.09	5.50		83	1168.7			VINE HILL
													52.8	1.9
8.34		f 5.04	4.12		f 1.16	f 9.30	8.13	5.55		12	1170.6			MUIR
													52.8	2.7
8.39		f **5.15^{16}**	4.19		f 1.23	s 9.40	8.17	6.02		100	1173.3	W		GLEN FRAZER
													52.8	1.8
8.43		s 5.22	**4.25^{42}**		f 1.28	f 9.48	8.21	s 6.09		125	1175.1	W		CHRISTIE
													0	4.3
8.49		5.30	4.31		f 1.36	f 9.56	**8.27^{12}**	6.17		76	1179.4			LUZON
													0	1.6
8.52		5.34	4.33		f 1.39	f 10.00	8.29	6.20		39	1181.0			HERCULES
													0	0.4
8.53		s 5.35	4.34		s 1.40	s 10.01	8.30	s 6.21		15	1181.4			PINOLE
													42.2	1.6
8.56		f 5.39	4.36		f 1.43	f **10.07^{22}**	8.33	6.24		150	1183.0			GATELEY
													52.8	3.3
9.01		5.46	4.41		1.47	10.11	8.38	6.30		71	1186.3			RHEEM
													52.8	1.5
9.04		s 5.50	4.43		f 1.50	f 10.13	8.40	s 6.34		38	1187.8			SAN PABLO
													52.8	1.8
s **9.10^{2}**	PM 8.23	s 5.59	s **4.49^{16}**	PM 4.22	s **1.58^{32}**	s 10.18	s 8.47	s 6.40 6.47	AM 12.20	YARD	1189.6	FW TY		**RICHMOND**
													0	0.6
s 9.12		s 6.03	s 4.53		s 2.03	s 10.20		s 6.52			1190.2			RICHMOND AVENUE
													10.6	1.5
9.16	8.31 PM	6.10	4.57	4.32 PM	2.08	10.25	8.55	6.57	12.28 AM	YARD	1191.7			**FERRY POINT**
														7.7
10.00 PM		7.00 PM	5.45 PM		3.00 PM	11.10 AM	9.40 AM	8.00 AM			1199.4			SAN FRANCISCO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(95.5)
(35.6)	(15.7)	(26.6)	(34.7)	(12.6)	(27.9)	(29.1)	(36.9)	(26.0)	(15.7)					Average speed per hour

VALLEY DIVISION—THIRD DISTRICT

TIME TABLE
NO. 39
December 24, 1916

STATIONS	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class 12 PASSENGER Arrive Daily	44 The Saint Arrive Daily	22 The Missionary Arrive Daily	32 PASSENGER Arrive Daily	42 PASSENGER Arrive Daily	16 The Angel Arrive Daily	2 The Navajo Arrive Daily	4 California Limited Arrive Daily
RIVERBANK 5.2	15.8	P	AM 11.02		PM 12.38	PM 4.55		PM 7.14	AM 12.20	AM 3.55
ESCALON 5.4	10.6	DP	s **10.53^{31}**		f 12.31	s 4.45		7.06	f 12.10	3.46
AVENA 5.5	7.9		f 10.44		12.24	f 4.38		7.00	f 12.01 AM	3.38
BURNHAM 4.4	5.3	NP	f 10.35		12.16	f 4.31		**6.54^{3}**	f 11.52	**3.30^{21}**
LARSON 2.9	7.9		10.28		12.09	4.25		6.47	11.45	3.20
MORMON 1.6	10.6		10.24		12.05	4.21		6.42	11.41	3.15
S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing 4.5	15.8	P	s 10.20		s 12.01 PM	s 4.17	PM 6.25	s 6.36	11.38 s 11.33	s 3.12
WOODSBRO 1.2	0	DP	f 10.07		11.51	f 4.05	f 6.12	6.27	11.24	2.58
GILLIS 2.0	0		10.05		**11.50^{31}**	4.03	6.06	6.25	11.23	2.57
HOLT 4.5	0	DP	s 10.02		11.45	s 4.00	f 6.02	6.22	f 11.19	2.53
TRULL 1.4	0		9.52		11.36	**3.52^{5}**	5.50	6.14	11.10	2.45
MIDDLE RIVER 1.4	10.6	DP	s 9.49		11.33	s 3.49	s 5.46	6.10	f 11.07	2.42
ORWOOD 3.5	10.6	DP	s 9.45		11.30	s 3.45	s 5.41	6.07	f 11.02	2.38
BIXLER 3.1	0		f 9.38		11.23	f 3.38	f 5.33	6.02	f 10.53	2.32
KNIGHTSEN 3.1	5.7	DP	s 9.32		11.18	s 3.32	s 5.27	5.59	f 10.48	2.26
OAKLEY 4.7	15.8	DP	s 9.25		11.13	s **3.26^{9}**	s 5.21	5.55	f 10.42	2.20
SANDO 1.3	15.8		9.16		11.05	3.17	5.13	5.49	10.33	2.14
ANTIOCH 3.9	7.9	P	s 9.13		s 11.03	s 3.15	s 5.10	s 5.46	s 10.30	s 2.12
PITTSBURG 3.5	11.5	DP	s **9.06^{41}**		10.55	s 3.07	s 5.01	5.38	s 10.19	2.03
BROSE 4.4	0		f 9.00		10.49	f 3.00	f 4.55	5.34	10.13	1.57
BAY POINT 1.9	0	P	s 8.54		s 10.42	s 2.54	s **4.48^{5}**	5.29	s 10.05	f 1.51
BLUME 1.5	0		8.50		10.38	f 2.49	4.43	5.27	10.00	1.47
MALTBY 1.6	0		8.48		10.36	f 2.46	f 4.41	5.25	9.58	1.44
VINE HILL 1.9	0		f 8.45		10.34	f 2.42	f 4.38	5.23	f 9.54	1.42
MUIR 2.7	0	DP	f 8.42		10.31	s 2.38	f 4.34	5.20	f 9.50	1.38
GLEN FRAZER 1.8	52.8	P	s 8.38		10.26	s 2.33	s 4.30	**5.15^{5}**	f 9.45	1.33
CHRISTIE 4.3	52.8	P	f 8.34		10.22	f 2.27	f **4.25^{9}**	5.12	9.40	1.28
LUZON 1.6	52.8		f **8.27^{15}**		10.14	f 2.17	f 4.16	5.04	9.30	1.18
HERCULES 0.4	2.2		f 8.20		10.11	f 2.13	4.13	5.02	9.27	1.15
PINOLE 1.6	52.8	DP	s 8.19		10.10	s 2.12	s 4.12	5.01	s 9.26	1.14
GATELEY 3.3	52.8		f 8.13		**10.07^{41}**	f 2.10	f 4.09	4.58	9.22	1.11
RHEEM 1.5	52.8		8.06		10.01	2.04	4.03	4.53	9.16	1.05
SAN PABLO 1.8	52.8	DP	f 8.02		9.59	f 2.02	f 4.00	4.51	f 9.13	1.00
RICHMOND 0.6	0	P	s 7.57	AM 9.08	s 9.55	s **1.58^{31}**	s 3.55	**4.49^{9}**	s **9.10^{3}**	s 12.55
RICHMOND AVENUE 1.5	0		s 7.49		s 9.48	s 1.50	s 3.48		s 9.03	s 12.48
FERRY POINT 7.7		P	7.45	9.00 AM	9.45	1.45	3.45	4.45	9.00	12.45 AM
SAN FRANCISCO			7.00 AM		9.00 AM	1.00 PM	3.00 PM	4.00 PM	8.00 PM	11.55 PM
(95.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(29.0)	(15.7)	(33.1)	(30.1)	(26.4)	(38.4)	(29.3)	(30.1)

VALLEY DIVISION—VISALIA DISTRICT

WESTWARD					Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Corcoran	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD			
First Class									NO. 39			First Class			
27	25	23	5	31					December 24, 1916			2	20	24	32
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								The Navajo	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.30	PM 4.50	AM 10.10	AM 8.40		YARD	FWY			**CORCORAN**		P	AM 5.52	AM 9.30	PM 4.30	PM 10.10
								5.3	4.1	0					
f10.38	f 4.58	f10.20	f 8.48		22		4.1		WAUKENA		DP	f 5.43	f 9.19	f 4.20	f 9.58
								13.2	5.6	0					
f10.47	f 5.09	f10.33	f 9.00		42		9.7		PAIGE			5.28	f 9.10	f 4.09	f 9.50
								12.1	1.9	0					
f10.51	f 5.13	f10.39	f **9.06**^{20}		17		11.6		ROBLA			5.23	f **9.06**^{5}	f 4.05	f 9.46
								10.6	3.1	0					
s10.59	s 5.20	s10.47	s 9.14		27		14.7		S. P. Co. Main Line Crossing TULARE		DP	s 5.14	s 9.00	s 3.59	s 9.40
								15.8	4.1	0					
f11.10	f 5.28	f10.55	f 9.22		21		18.8		SWALL			5.04	f 8.50	f 3.49	f 9.32
								8.4	6.1	0					
11.20 PM	s 5.40	11.05 PM 2.00	s 9.35	AM 6.30	54	W	24.9		**VISALIA** S. P. Co. Visalia Branch Crossing		P	s 4.53	s 8.40	s 3.40	s 9.23
								6.3	6.6	5.3					
	f 5.49	f 2.09	f 9.46	f 6.39	36		31.5		PERAL			4.36	f 8.25	f 3.25	f 9.09
								5.3	1.9	5.3					
							33.4		S.P.Co.Porterville Branch Crossing						
								11.6	2.5	0					
	s 5.57	s 2.18	s 9.55	s 6.47	36		35.9		YETTEM		DP	f 4.25	s 8.17	s 3.17	f 9.01
								10.6	2.4	7.9					
	s 6.03	s 2.25	s10.00	s 6.52	39	W	38.3		CUTLER		DP	f 4.18	s 8.11	s 3.11	s 8.55
								0	3.1	0					
	s 6.09	s 2.31	s10.06	s 6.58	32		41.4		SULTANA		DP	f 4.10	s 8.05	s 3.05	f 8.49
								6.6	1.0	10.6					
	f 6.11	f 2.33	f10.08	f 6.59	27		42.4		TOKAY			4.08	f 8.03	f 3.03	8.47
								0	2.5	13.2					
	s 6.17	s 2.38	s10.13	s 7.05	36		44.9		NORTH DINUBA		DP	f 4.02	s 7.58	s 2.58	s 8.42
								5.3	3.6	0					
	s 6.24	s **2.50**^{24}	s10.23	s 7.12	122	WY	48.5		REEDLEY		P	s 3.55	s 7.51	s **2.50**^{23}	s 8.36
								10.6	2.1	0					
							50.6		S.P.Co.Porterville Branch Crossing						
								10.6	0.1	0					
	f 6.30	f 2.56	f10.29	f 7.16	20		50.7		LACJAC			3.47	f 7.44	f 2.44	f 8.30
								0	2.2	5.3					
	s 6.36	s 3.01	s10.34	s 7.20	74		52.9		PARLIER		DP	f 3.43	s 7.40	s 2.40	s 8.26
								5.3	1.6	10.6					
	f 6.39	f 3.04	f10.37	f 7.23	29		54.5		MILEY			3.39	f 7.37	f 2.36	f 8.22
								0	3.7	8.4					
	s 6.46	s 3.11	s10.46	s **7.30**^{20}	66		58.2		DEL REY		DP	f 3.33	s **7.30**^{31}	s 2.29	s 8.16
								0	3.4	7.9					
	f 6.52	f 3.17	f10.52	f 7.38	33		61.6		WOLF			3.25	f 7.21	f 2.20	f 8.10
								0	2.6	8.4					
	s 6.57	s 3.23	s10.57	s 7.44	36		64.2		LONE STAR		DP	3.19	s 7.14	s 2.16	s 8.06
								0	1.9	10.6					
	f 7.01	f 3.27	f11.02	f 7.48	25		66.1		CECILE			3.15	f 7.10	f 2.12	f 8.02
								0	2.5	10.6					
	7.06 PM	3.33 PM	11.07 AM	7.53 AM	Yard	FW TY	68.6		**CALWA**		P	3.09 AM	7.04 AM	2.07 PM	7.57 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(68.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
(29.8)	(30.2)	(27.8)	(28.0)	(31.6)					---------- Average speed per hour ----------			(25.3)	(28.2)	(28.8)	(30.9)

VALLEY DIVISION—LINDSAY DISTRICT

WESTWARD First Class							TIME TABLE NO. 39 December 24, 1916			EASTWARD First Class		
83	87	81	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Cutler	Ruling Grade Ascending		Ruling Grade Ascending	Telegraph and Telephone Offices	84	82	88
MIXED	MIXED	MIXED								MIXED	MIXED	MIXED
Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
	PM 1.00	AM 5.40	135	FW	27.5		**LINDSAY**		DP	AM 9.30		PM 4.30
						30.8	7.3	28.4				
	s 1.15	s 5.55	99		20.2		EXETER		DP	s 9.12		s 4.12
						15.8	0.3	0				
					19.9		Visalia Electric Railway Crossing					
						9.4	0.6	0				
	f 1.19	f 5.59	10		19.3		ANTES			f 9.08		f 4.08
						3.6	2.2	5.2				
	f 1.23	f 6.03	13		17.1		VENIDA			f 9.03		f 4.03
						15.8	2.1	15.8				
	f 1.28	f 6.08	22		15.0		FRUTA			f 8.58		f 3.58
						21.1	2.9	7.9				
	f 1.33	s 6.13	30	W	12.1		REDBANKS			s 8.52		f 3.52
						10.5	0.1	0				
					12.0		Visalia Electric Railway Crossing					
						10.5	1.0	21.1				
	f 1.38	f 6.18	19		11.0		BAIER			f 8.47		f 3.47
						0	1.7	21.1				
	f 1.41	f 6.21	11		9.3		SUR			f 8.42		f 3.42
						0	1.4	17.4				
	f 1.44	f 6.24	14		7.9		RAYO			f 8.37		f 3.37
						0	3.1	17.4				
	s 1.52	s 6.32	55		4.8		SEVILLE		DP	s 8.28		s 3.28
						15.3	3.2	10.5				
PM 4.34	s 2.03	s 6.42		Y	1.6		**WYETH**			s 8.20	AM 8.26	s 3.20
						0	1.6	15.8				
4.40 PM	2.10 PM	6.50 AM	39	W			**CUTLER**		DP	8.15 AM	8.20 AM	3.15 PM
Arrive Daily	Arrive Daily	Arrive Daily					27.5			Leave Daily	Leave Daily	Leave Daily
(16.0)	(23.5)	(23.5)					Average speed per hour			(22.0)	(22.0)	(22.0)

WAHTOKE DISTRICT

WESTWARD First Class						TIME TABLE NO. 39 December 24, 1916			EASTWARD First Class	
91	93	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Reedley	Ruling Grade Ascending		Ruling Grade Ascending	Telegraph and Telephone Offices	92	94
MIXED	MIXED								MIXED	MIXED
Leave Daily	Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
PM 3.00	AM 10.45	122	F WY			**REEDLEY**		P	AM 9.45	PM 1.45
					26.4	4.4	0			
f 3.10	f10.55	39		4.4		RADWIN			f 9.35	f 1.25
					21.1	0.4	0			
3.11	f10.56	6		4.8		VINO			9.33	f 1.22
					0	1.1	21.1			
f 3.17	f11.00	32		5.9		WAHTOKE			f 9.30	f 1.17
					21.1	3.4	0			
3.25 PM	f11.25	18	WY	9.3		**MINKLER**		DP	9.20 AM	f 1.02
					21.1	1.9	0			
	f11.30	39		11.2		OAKHURST				f12.50
					23.8	2.9	18.5			
	f11.40	4		14.1		AVOCADO				f12.40
					21.1	2.8	0			
	11.50 AM	Yard		16.9		**PIEDRA**		DP		12.30 PM
Arrive Daily	Arrive Daily Ex. Sunday					16.9			Leave Daily	Leave Daily Ex. Sunday
(22.3)	(15.6)					Average speed per hour			(22.3)	(13.5)

OROSI DISTRICT

WESTWARD First Class					TIME TABLE NO. 39 December 24, 1916			EASTWARD First Class
85	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Minkler	Ruling Grade Ascending		Ruling Grade Ascending	Telegraph and Telephone Offices	86
MIXED								MIXED
Leave Daily					STATIONS			Arrive Daily
AM 8.26		Y	20.5		**WYETH**			PM 4.34
				14.4	2.0	0		
f 8.31	30		18.5		OROSI		DP	f 4.22
				30.3	4.2	0		
f 8.40	12		14.3		PRIMERO			f 4.10
				13.0	2.1	15.1		
s 8.48	58		12.2		ORANGE COVE		DP	s 4.00
				16.2	5.8	10.5		
f 9.01	31		6.4		NAVALENCIA			f 3.44
				19.3	6.4	31.6		
9.15 AM	18	WY			**MINKLER**		DP	3.30 PM
Arrive Daily					20.5			Leave Daily
(25.1)					Average speed per hour			(19.2)

WESTWARD First Class													TIME TABLE NO. 39 December 24, 1916
303	305	309	317	331	341	315	319	321	Capacity of Sidings	Distance from Richmond	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE SAINT	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS
PM 9.15	PM 6.05^{314}	PM 4.55	PM 3.15	PM 2.00	AM 10.20^{308}	AM 9.10	AM 8.15	AM 6.45	Yard		FW TY		**RICHMOND**
												14.1	1.0
f 9.18	f 6.08	f 4.58	f 3.18	f 2.02	f10.23	9.13	f 8.18	f 6.48		1.0			SIXTH STREET
												64.4	2.9
f 9.23	f 6.14	f 5.04	f 3.24	f 2.08	f10.29	9.20	f 8.23	f 6.53	10	3.9			MALOTT
												23.2	1.8
f 9.27	f 6.18	f 5.08	f 3.27	f 2.11	f10.32	9.24	f 8.27	f 6.56	11	5.7			SCHINDLER
												31.7	0.8
										6.5			S. P. Co. Electric Crossing
												31.7	1.5
s 9.33	s 6.23	s 5.13	s 3.33^{342}	s 2.17	s10.38	s 9.29^{322}	s 8.33	s 7.02	30	8.0			BERKELEY
												38.6	1.9
										9.9			S. P. Co. Berkeley Branch Crossing
												0	1.0
9.40 PM	6.30 PM	5.20 PM	3.40 PM	2.25 PM	10.45 AM	9.35 AM	8.40 AM	7.10 AM	Yard	10.9	WY		**OAKLAND**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(10.9)
(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)					Average speed per hour

OAKDALE DISTRICT

WESTWARD First Class									TIME TABLE NO. 39 December 24, 1916			EASTWARD First Class				
203	235	205	209	231	Capacity of Sidings	Ruling Grade Ascending	Fuel, Water Turn Tables and Wyes	Distance from Riverbank		Ruling Grade Ascending	Telegraph and Telephone Offices	236	212	222	214	232
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 6.05	PM 4.50 440	PM 2.00	PM 12.20	AM 10.20	40		Y	6.5	**OAKDALE** S. P. Co. Oakdale Branch Crossing		DP	AM 8.45	AM 11.25	PM 1.00	PM 2.46	PM 5.15
						16.2			6.5	21.1						
6.18 PM	5.08 458 PM	2.13 PM	12.33 PM	10.33 AM	YARD		Y FW T		**RIVERBANK**		P	8.30 AM	11.10 AM	12.45 PM	2.31 PM	5.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(6.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(30.0)	(30.0)	(30.0)	(30.0)	(30.0)					Average speed per hour			(26.0)	(26.0)	(26.0)	(26.0)	(26.0)

TIME TABLE NO. 39 December 24, 1916 STATIONS	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class 312 PASSENGER Arrive Daily	322 PASSENGER Arrive Daily	308 PASSENGER Arrive Daily	332 PASSENGER Arrive Daily	342 PASSENGER Arrive Daily	316 THE ANGEL Arrive Daily	314 PASSENGER Arrive Daily	302 PASSENGER Arrive Daily	304 PASSENGER Arrive Daily
RICHMOND		P	AM 7.53	AM 9.52	AM 10.20^{341}	PM 1.45	PM 3.50	PM 4.20	PM **6.05**^{305}	PM 8.22	AM 12.13
1.0	0										
SIXTH STREET			f 7.48	f 9.49	f10.10	f 1.34	f 3.47	4.17	f 5.54	f 8.18	12.09
2.9	40.9										
MALOTT			f 7.43	f 9.38	f10.05	f 1.28	f 3.41	4.12	f 5.49	8.13	12.04
1.8	39.6										
SCHINDLER			f 7.40	f 9.34	f10.01	f 1.25	f 3.38	4.09	f 5.46	8.10	12.01 AM
0.8	13.9										
S. P. Co. Electric Crossing											
1.5	13.9										
BERKELEY		DP	s 7.36	s **9.29**^{315}	s 9.56	s 1.20	s **3.33**^{317}	s 4.05	s 5.42	s 8.06	s11.56
1.9	38.6										
S. P. Co., Berkeley Branch Crossing											
1.0	79.2										
OAKLAND		DP	7.30 AM	9.20 AM	9.50 AM	1.15 PM	3.25 PM	4.00 PM	5.35 PM	8.00 PM	11.50 PM
10.9			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(28.4)	(20.4)	(21.8)	(21.8)	(26.1)	(32.7)	(21.8)	(29.7)	(28.4)

LATON & WESTERN RAILWAY

WESTWARD First Class 99 MIXED Leave Daily Ex. Sunday	Capacity of Sidings No. Cars	Fuel, Water, Turn Tables and Wyes	Distance from Laton Miles	Ruling Grade Ascending	TIME TABLE NO. 39 December 24, 1916 STATIONS	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class 96 MIXED Arrive Daily Ex. Sunday
PM 3.38	83	Y	0		**LATON**		DP	AM 7.25
				0	1.9	15.1		
			1.9		S. P. Goshen Branch Crossing			
				15.8	3.6	29.4		
f 3.50	11		5.5		CLINT			f 7.08
				15.8	2.2	0		
					H. & S. L. R. R. Crossing			
f 3.55	19		7.7		CORNWELL			f 7.03
				26.4	1.9	0		
f 4.00	11		9.6		GEPFORD			f 6.58
				0	2.1	8.6		
f 4.05	4		11.7		ROY			f 6.53
				0	3.5	8.6		
f 4.13	20		15.2		SHILLING			f 6.45
				0	2.2	8.6		
4.23 PM	26	Y FW	17.4		**LANARE**		DP	6.40 AM
Arrive Daily Ex. Sunday					(17.4)			Leave Daily Ex. Sunday
(23.2)					Average speed per hour			(23.2)

Special Rules—Continued from Page 3.

Point and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

43. Drawbridges B-1124, over San Joaquin River, A-1135 over Middle River and A-1137 over Old River, are protected by interlocking with home and distant signals, the derailers being located approximately 350 feet from each end of the drawbridge.

44. In switching at Powder Spur at Hercules, no engine will run over the spur track without at least one car attached with air in operation, and a trainman riding on top to use hand brakes if necessary. The "dropping" of cars onto either of the spurs at Hercules is not permissible.

45. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152. (See Special Rule 55, Oakland District.)

The normal position of switch at east end of double track will give an unbroken rail for westward trains. Unless thrown by switch tender eastward trains will stop at end of double track to throw switch, which must be lined up after using same.

46. Tunnels 1 and 2 and Alhambra Viaduct between Vine Hill and Glen Frazer are protected by automatic signals of lower quadrant type.

Pinole Tunnel, No. 4, and **Richmond Tunnel, No. 5**—are protected by automatic signals of the upper quadrant type.

Indicators are attached to all switches within the limits of these signals and give same indications as the high signals.

RAILROAD CROSSINGS AT GRADE.

47. Western Pacific Ry., Hunter St., Stockton; home signals.

S. P. Co., main line and Western Pacific Ry., Sacramento street, Stockton; home and distant signals—interlocking.

SPEED LIMITATIONS.

48. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all westward trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.

20 miles per hour, all trains crossing Alhambra viaduct.

All trains over San Joaquin drawbridge B-1124.

All trains over Middle River and Orwood draw bridges Nos. A-1135 and A-1137.

25 miles per hour, all trains through city limits of Pittsburg.

30 miles per hour, all freight trains in either direction between Maltby and Pinole.

45 miles per hour, all passenger trains between Maltby and Pinole.

VISALIA DISTRICT

SPEED LIMITATIONS.

49. 8 miles per hour through city limits of Tulare.
6 miles per hour through city limits of Visalia.

RAILROAD CROSSINGS AT GRADE.

50. S. P. Co., main line, Tulare; interlocking—home signals.

S. P. Co., Visalia Branch, Visalia; no interlocking.

S. P. Co., Porterville Branch, 1.9 miles west from Peral; no interlocking.

S. P. Co., Porterville Branch, 0.1 miles east from Lac Jac; no interlocking. (See Rules 98-A, 98-B, 98-C.)

51. Nos. 20, 24 and 32 arriving at Corcoran will turn on wye and back to station.

OAKLAND DISTRICT

52. Number 321 is superior to number 312.
Number 319 is superior to number 322.
Number 315 is superior to number 308.
Number 341 is superior to number 332.
Number 331 is superior to number 342.
Number 317 is superior to number 316.
Number 309 is superior to number 314.
Number 305 is superior to number 302.
Number 303 is superior to number 304.

53. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

RAILROAD CROSSINGS AT GRADE.

54. S. P. Co., Berkeley Branch, 1.9 miles west from Berkeley; interlocking—home signals.

S. P. Co., Electric Crossing 0.8 miles west Schindler; interlocking—Distant and home signals.

55. Nos. 308, 332 and 314 arriving at Richmond will head through the west leg of wye onto eastward main track and will back to station. All trains, switch and light engines, using the eastward main track between Richmond Avenue and Richmond must move under control, and responsibility for accident will rest with them.

LATON and WESTERN RAILWAY

RAILROAD CROSSINGS AT GRADE.

56. S. P. Co., Goshen Branch, 1.8 miles west from Laton; no interlocking.

H. & S. L. R. R., Cornwell, 7.6 miles west from Laton; no interlocking. (See Rules 98-A, 98-B, 98-C.)

Lindsay District

RAILROAD CROSSINGS AT GRADE

57. Visalia Electric Raliway 0.1 mile west from Redbanks. No interlocking. One of the crew must precede the train, and give signal from the crossing if safe to proceed.

Visalia electric Railway 0.3 mile from Exeter. No interlocking. One of the crew must precede the train, and give signal from the crossing if safe to proceed.

58. Normal position of switches at Wyeth will give an unbroken rail for the Lindsay District.

59. No. 81 is superior to No. 84.
No. 87 is superior to No. 88.

WAHTOKE DISTRICT

60. Normal position of switches at Minkler will give an unbroken rail for Wahtoke District.

61. No. 93 is superior to No. 94.

Sidings, Spurs and Flag Stops not shown on face of Time Table.

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Palmo	910.4	4	East	Freight
Petro	920.0	8	West	Freight
Alpaugh	941.8	Branch	East	Freight
Spa	938.5	14	East & West	12, 2, 21, 5 & freight
Clinker	966.1	2	West	Freight
SECOND DISTRICT	Miles from Albuquerque			
Knoblock	1008.9	11	East	31 & freight
Solo	1017.0	6	East	Freight
VISALIA DISTRICT	Miles from Corcoran			
Imhoff	16.0	10	West	Freight
Loma	20.3	50	West	Freight
Pasuco	23.6	83	East	Freight
Giffen	43.9	3	East	Freight
Mattei	65.1	166	West	Freight
LINDSAY DISTRICT	Miles from Cutler			
Burr	23.8	18	East & West	Freight, carload only
Robyn	24.4	23	East & West	Freight, carload only
Cleary	25.4	16	West	Freight, carload only
THIRD DISTRICT	Miles from Albuquerque			
Huntley	1098.0	0	None	12, 32, 31, 5
Harrold	1099.5	5	West	12, 32, 31, 5 & freights
Quito	1132.2	19	East & West	12, 32, 41 & Freight
Werner	1139.0	20	Siding	41, 31, 5, 12, 32, 42
Hooper	1153.6	0	None	12, 32, 41, 5
Nichols	1161.2	18	East	12,32,42,41,31,5,21
Pacheco	1167.3	6	West	Freight
OAKLAND DISTRICT	Miles from Richmond			
Dwight	4.8	9	East & West	Freight
Peoco	7.7	5	East	Freight
Bruce	7.8	6	West	Freight
Alcatraz	9.4	12	East & West	Freight
Opaco	10.0	8	West	Freight
Redo	10.1	12	West	Freight

LENGTH OF WYE STEMS.

Blume	292 feet	Oakland		350 feet
Laton	260 feet	Lanare		505 feet
Burr	675	Oakdale		300 feet

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES
AND
SANTA FE COAST LINES HOSPITAL ASSOCIATION

VALLEY DIVISION

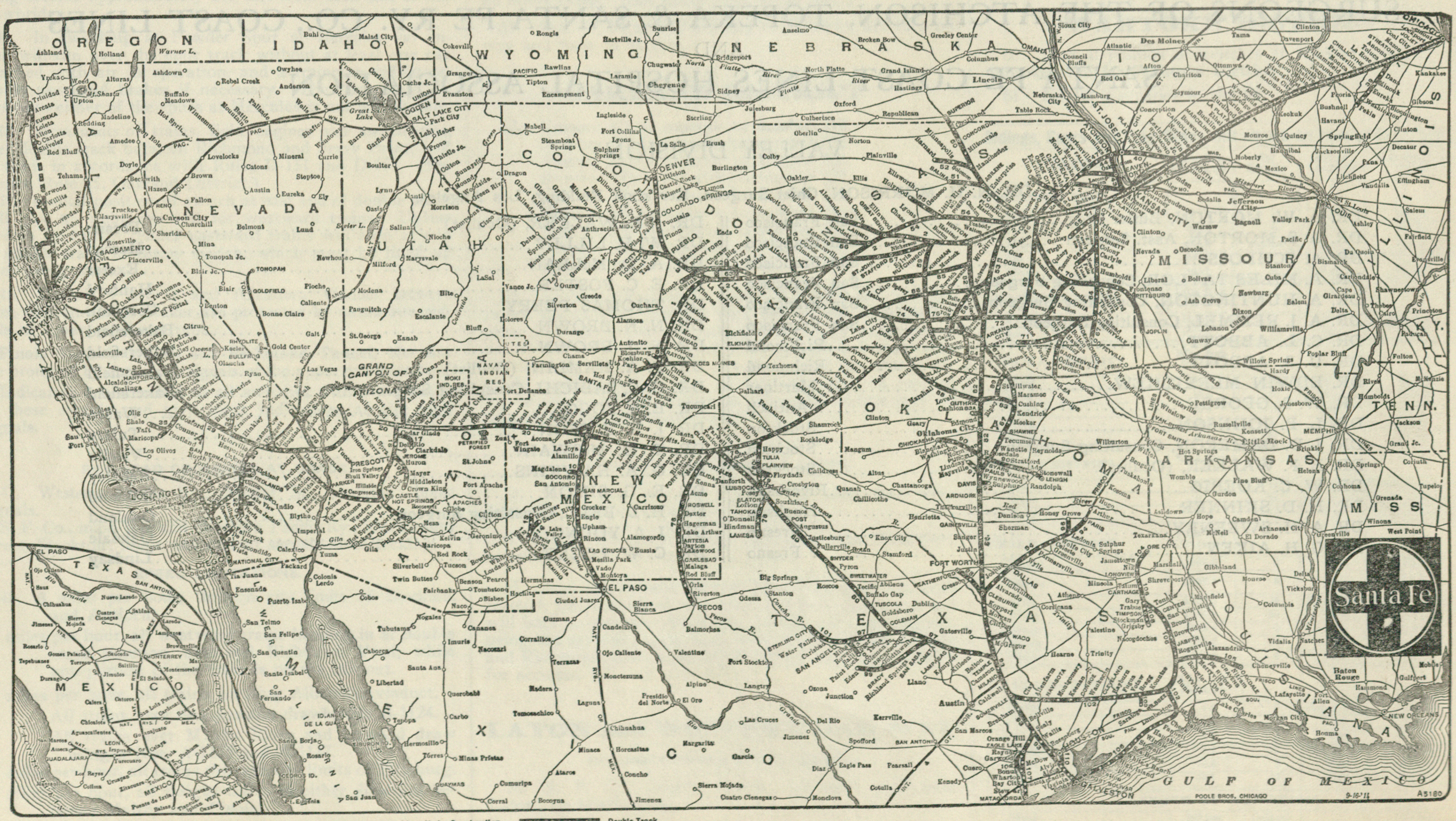
DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

DR. A. W. MORTON, Butler Bldg.	San Francisco
DR. A. S. MORTON, Asst. Surgeon	San Francisco
DR. A. SCHLOSS	San Francisco
DR. A. MILES TAYLOR, Consulting Surgeon	San Francisco
DR. A. HUNTINGTON, Consulting Surgeon	San Francisco
DR. A. J. REMMEL, Consulting Surgeon	San Francisco
DR. C. L. ABBOTT	Richmond
DR. U. S. ABBOTT	Richmond
DR. EDWIN MERRITHEW	Martinez
DR. W. S. GEORGE	Antioch
DR. L. B. JOHNSON	Stockton
DR. J. D. DAMERON, Consulting Surgeon	Stockton
DR. B. F. WALKER, (Oculist)	Stockton
DR. W. C. KOEBIG	Riverbank
DR. H. D. SKINNER	Hughson
DR. A. H. SWEENEY	Fresno
DR. G. H. AIKEN	Fresno
DR. J. R. WALKER, (Oculist)	Fresno
DR. W. E. LILLEY	Merced
DR. A. D. McLEAN	Exeter
DR. E. C. FOSTER	Hanford
DR. THOMAS PEERY	Corcoran
DR. N. N. BROWN	Bakersfield
DR. N. J. BROWN	Bakersfield
DR. F. A. HAMLIN, (Oculist)	Bakersfield
DR. G. C. SABICHI, Consulting Surgeon	Bakersfield
DR. E. S. FOGG	Wasco
DR. J. B. ROSSON	Tulare
DR. T. O. McSWAIN	Visalia
DR. G. A. HAWKINS	Reedley
DR. E. G. SIMON	Oakland
DR. H. D. BELL, Consulting Surgeon	Oakland
DR. J. A. YOUNG	Oakdale
DR. C. W. LOCKE	Lindsay

SANTA FE SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

(See General Rules E and F, Book of Rules.)


OREGON
IDAHO
WYOMING
NEBRASKA
IOWA
CALIFORNIA
NEVADA
UTAH
COLORADO
KANSAS
MISSOURI
ILLINOIS
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TENN.
KY.
MISS.
TEXAS
LOUISIANA
MEXICO
GULF OF MEXICO
Santa Fe
POOLE BROS. CHICAGO
9-16-'11
A5180
Santa Fe, Through Lines
Lines Under Construction
Double Track